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## APPENDIX.

### TABLES RELATING TO TRANSPORTATION ON THE GREAT LAKES.

TABLE I.

#### TONNAGE BELONGING TO THE NORTHERN LAKES.

	Sailing Vessels		Steam Vessels		Barges		Total	
	No.	Tons	No.	Tons	No.	Tons	No.	Tons
1851 <sup>1</sup> .....	.....	138,000	.....	74,000	.....	.....	.....	215,000
1862 <sup>2</sup> .....	1,152	257,689	350	125,620	.....	.....	.....	383,309
1870 <sup>3</sup> .....	1,699	264,609	642	142,973	114	27,570	2,455	435,151
1880.....	1,459	304,932	931	212,045	165	40,965	2,555	557,943
1881.....	1,417	306,436	988	260,115	162	41,453	2,567	608,004
1882.....	1,412	313,652	1,101	292,257	164	42,906	2,677	648,814
1883.....	1,373	310,454	1,149	304,642	156	43,575	2,678	658,671
1884.....	1,333	307,733	1,165	322,456	126	34,099	2,624	664,488
1885.....	1,322	313,129	1,175	335,859	111	30,810	2,608	679,978
1886.....	1,235	282,319	1,280	381,908	101	26,132	2,616	690,359
1887.....	1,286	315,079	1,225	390,398	84	21,758	2,595	727,235
1888.....	1,277	314,765	1,342	480,138	78	18,194	2,697	813,097
1889.....	1,285	325,083	1,455	575,397	44	7,274	2,784	907,664
1890.....	1,272	328,656	1,527	652,923	54	13,910	2,853	995,489
1891.....	1,243	325,131	1,592	736,752	62	20,472	2,807	1,082,355
1892 <sup>4</sup> .....	1,226	319,617	1,631	763,063	69	25,321	2,926	1,108,002
1893 <sup>5</sup> .....	1,205	317,789	1,731	828,702	82	37,732	3,018	1,184,223
1894 <sup>6</sup> .....	1,139	302,985	1,731	843,240	85	39,215	2,955	1,185,440
1895 <sup>7</sup> .....	1,100	300,642	1,755	857,735	81	39,008	2,936	1,197,385

<sup>1</sup> Andrew's Report on Colonial and Lake Trade (1852), 32d Congress, 2d Session, House Executive Document No. 136, p. 49.

*Internal Commerce of the United States* (1891), p. x.

<sup>3</sup> *Ibid.*, p. xii.

<sup>4</sup> *Report of the Commissioner of Navigation* (1892), p. 203.

<sup>5</sup> *Ibid.* (1893), p. 141.

<sup>6</sup> *Ibid.* (1894), p. 276.

<sup>7</sup> *Ibid.* (1895), p. 313.

TABLE II.

FREIGHT RATES ON WHEAT (PER BUSHEL) BY LAKE FROM  
CHICAGO TO BUFFALO.

Year	Currency <sup>1</sup> Cents	Gold <sup>2</sup> Cents	Year	Currency Cents	Gold Cents
1857.....	9.89	.....	1877.....	3.72	3.502
1858.....	3.76	.....	1878.....	3.07	3.027
1859.....	5.08	.....	1879.....	4.74	.....
1860.....	9.89	.....	1880.....	5.76	.....
1861.....	11.53	.....	1881.....	3.44	.....
1862.....	10.49	10.234	1882.....	2.50	.....
1863.....	7.51	5.175	1883.....	3.41	.....
1864.....	9.58	6.160	1884.....	2.18	.....
1865.....	9.78	4.523	1885.....	2.02	.....
1866.....	12.34	8.808	1886.....	3.68	.....
1867.....	6.67	4.995	1887.....	4.13	.....
1868.....	7.14	5.155	1888.....	2.56	.....
1869.....	6.81	5.022	1889.....	2.51	.....
1870.....	5.88	4.847	1890.....	1.96	.....
1871.....	7.62	6.883	1891.....	2.38	.....
1872.....	11.46	10.504	1892.....	2.19	.....
1873.....	7.62	6.761	1893.....	1.66	.....
1874.....	4.03	3.617	1894.....	1.27	.....
1875.....	3.42	3.040	1895 <sup>3</sup> .....	1.97	.....
1876.....	2.90	2.570			

<sup>1</sup> The rates were obtained from the *Reports of the New York Produce Exchange*.

<sup>2</sup> In converting currency prices into gold I have used the value of gold in currency as given for January of each year in the *American Almanac* for 1878.

<sup>3</sup> The rate for 1895 was kindly furnished me in advance of publication by Mr. Brown, statistician of the New York Produce Exchange.

TABLE III.

FREIGHT RATES BY LAKE VESSEL ON IRON ORE PER LONG TON  
FROM MARQUETTE, MICHIGAN, TO LAKE ERIE PORTS.

Year	Rate <sup>1</sup>	Contract Rate <sup>2</sup>	Year	Rate	Contract Rate
1856.....	..... \$3.00	.....	1876.....	\$1.25 to \$2.20	\$1.50
1857.....	..... 3.00	.....	1877.....	1.25 " 2.00	1.40
1858.....	\$2.00 to 2.50	.....	1878.....	1.00 " 1.50	1.30
1859.....	2.00 " 2.50	.....	1879.....	1.25 " 3.00	1.40
1860.....	2.00 " 2.50	.....	1880.....	2.00 " 2.75	2.75
1861.....	2.00 " 3.00	.....	1881.....	2.00 " 2.30	2.45
1862.....	2.25 " 4.50	.....	1882.....	1.25 " 2.00	1.75
1863.....	3.00 " 4.00	.....	1883.....	1.30 " 1.75	1.20
1864.....	3.00 " 5.00	.....	1884.....	..... 1.00	1.35
1865.....	2.05 " 5.00	.....	1885.....	..... 1.40	1.05
1866.....	2.75 " 6.50	.....	1886.....	..... 1.75	1.20
1867.....	2.00 " 4.00	.....	1887.....	..... 2.15	1.63
1868.....	2.25 " 3.25	.....	1888.....	1.10 " 1.15	1.15
1869.....	2.75 " 4.50	.....	1889.....	.90 " 1.25	1.00
1870.....	2.05 " 3.25	.....	1890.....	1.25 " 1.10	1.25
1871.....	2.05 " 4.00	.....	1891.....	..... .90	
1872.....	2.85 " 6.60	.....	1892.....	.....	1.15
1873.....	3.25 " 4.00	.....	1893.....	.....	1.00
1874.....	1.60 " 2.50	.....	1894.....	.....	.80
1875.....	1.30 " 1.50	.....	1895.....	.....	.75

<sup>1</sup> Mineral Resources of the United States (1889-90), pp. 27-31.

<sup>2</sup> These rates were prepared by the *Marine Review* of Cleveland, Ohio.

TABLE IV.

FREIGHT CHARGES PER TON PER MILE ON EIGHTEEN TRUNK  
RAILROADS OF THE UNITED STATES.<sup>1</sup>

Year	Currency Cents	Gold Cents	Number of Roads Averaged	Year	Currency Cents	Gold Cents	Number of Roads Averaged
1857.....	2.789	.....	6	1877.....	1.505	1.42	18
1858.....	2.956	.....	7	1878.....	1.379	1.36	18
1859.....	2.735	.....	8	1879.....	1.244	.....	18
1860.....	2.593	.....	9	1880.....	1.292	.....	17
1861.....	2.434	.....	9	1881.....	1.215	.....	17
1862.....	2.687	2.621	9	1882.....	1.190	.....	17
1863.....	2.990	2.061	12	1883.....	1.188	.....	17
1864.....	4.501	2.894	12	1884.....	1.087	.....	17
1865.....	3.201	1.481	11	1885.....	1.022	.....	17
1866.....	3.235	2.309	12	1886.....	.988	.....	17
1867.....	2.884	2.142	11	1887.....	.971	.....	17
1868.....	2.741	1.979	13	1888.....	.924	.....	16
1869.....	2.512	1.852	12	1889.....	.922	.....	16
1870.....	2.513	2.071	14	1890.....	.884	.....	17
1871.....	1.924 <sup>2</sup>	1.74	11	1891.....	.868	.....	17
1872.....	2.101 <sup>3</sup>	1.93	13	1892.....	.799	.....	17
1873.....	1.988	1.76	14	1893.....	.800	.....	17
1874.....	1.869 <sup>4</sup>	1.68	17	1894.....	.820 <sup>5</sup>	.....	18
1875.....	1.686	1.50	17	1895.....	.....	.....	.....
1876.....	1.574	1.40	18				

<sup>1</sup> The following railroads form the list: New York Central; Pennsylvania; New York, Lake Erie and Western; Boston and Albany; Philadelphia and Erie; Lake Shore and Michigan Southern; Michigan Central; Chicago, Burlington and Quincy; Chicago and Northwestern; Chicago, Milwaukee and St. Paul; St. Louis, Iron Mountain and Southern; Chicago, Rock Island and Pacific; Illinois Central; Chicago and Alton; Pittsburg, Fort Wayne and Chicago; Chesapeake and Ohio; Maine Central, and the Mobile and Ohio.

The number of roads which helped to form the average is given in each case.

Down to 1871 the charges of the various roads were obtained from part I, p. 615, of *Senate Report on Wholesale Prices, Wages, and Transportation*, from which the averages have been here computed.

<sup>2</sup> *Internal Commerce of the United States* (1891), p. xlvi.

<sup>3</sup> *Statistical Abstract* (1892), p. 278.

<sup>4</sup> *Ibid.* (1894), p. 362.

<sup>5</sup> For the year 1894 the charges of the various roads were obtained from POOR'S *Manual of Railroads* (1895), from which the average has been computed.